

On Saturday evening the band of the Shanghai Light Infantry will play selections of music during dinner at the Mount Austin Hotel.

The Magistrate proceeded in the West Point murder case. The case was adjourned.

The following remarks accompany the Stockbroker's Association's Share Quotations for the month of 26th June, 1898.

This morning at the Magistrate's Court, the evidence of the Manager of the China Merchants' Steam Navigation Co. in the inquiry in connection with the fall of the office of the Company at 25 and 27 Praya West on the 20th inst. It will be remembered that the manager's son was killed by the falling debris. The inquiry was adjourned for the evidence of the man who was in the office at the time of the accident and escaped with slight injuries.

The notorious chief of a gang of sea pirates and his band, Chang Ming-chiao, of Chikang, was beheaded at Ningpo on the 10th inst. The N.C. Daily News says he had made himself the terror of the Chikang sea-coast and on land for the past five years and was only captured last March.

One of the party of English officers who have been making a visit to the World's Fair, Sir William Long of the Sheffield Telegraph, explains a little encounter he had in this way: "I was standing, you know, in the corridor of the hotel, where there were a number of people. A well-dressed gentleman came up to me and said: 'Excuse me, but there's a bit of dirt on your necktie.' He took his handkerchief and brushed it away, and took my diamond scarf-pin with it."

The N.C. Daily News notes that the charges against Mr. Karl Passch, formerly a well-known resident in the Ministry of Justice in Berlin, were heard in the Criminal Court at Berlin on the 17th and 18th ult. The Court sentenced the accused, who was defended by the well-known attorney Herr Hartung, to 15 months imprisonment. The case arising out of the accused's charges against H.E. Heri von Brandt will be heard later.

A writer correspondent writing on the rice trade of that port which has gained for it the name of the "Granary of the Yangtze" states that this season has been the worst experienced in the past ten years. So far, only 240,000 odd piculs of rice have been exported to the South, which is only about an eighth of former years. The reason is said to be the rich harvest experienced in Siam and Annam.

A few days ago (says the Nagasaki Express) of the 21st instant) telegraphic news was received from Corea to the effect that H. I. R. M. cruiser Prinz had been wrecked and damaged in a recent gale, and all hope of saving her had been abandoned. Full particulars of the unfortunate ending to which was really an accident, for no one on board was really responsible, will not be known until the arrival of the Tokio Maru, due to-day. The engineers and workmen sent to render assistance are, we believe, due in the Tokio, the divers only being left behind for the purpose of salvaging as much of the wreckage as possible. The majority of the officers and crew of the ill-fated ship will, in all probability, be distributed amongst the other vessels of the fleet or detailed for service in Vladivostok.

THE EXPLOSION IN A GUNPOWDER FACTORY NEAR CANTON.

With reference to the explosion at the gunpowder factory in San Yuen Lee, outside the North Gate of the City of Canton, a special correspondent of the Chinese Mail (Wah to Yat Po) who visited the scene of the disaster says that the destruction of the factory was so complete that not a vestige of it was to be seen next day. Two huge pits about 50 feet deep and about 40 feet wide marked the site of the magazine in which the powder had been stored. Large boulders, weighing several hundred cwt., had been hurled in the air by the explosion and now lie deeply buried in the adjacent fields. In addition to the damage done to the village of Yiu Tai, where 300 houses were destroyed, almost equal harm was wrought in other villages in the vicinity. The number of deaths has not yet been ascertained, but it is undoubtedly very large. The catastrophe originated in the carelessness of some soldiers who had been engaged in removing gunpowder from the magazine. The day was rainy and their clothes having got wet they hung them up to dry before a fire in a shed near the magazine. The clothes dried so well that they were soon in a blaze. Not only that, but they set fire to the shed itself. When the fire was discovered by the people about the place they had no thought but to get as far away from it as possible, and thus, nothing having been done to prevent the fire from reaching the magazine, the explosion duly followed, in spite of the fact that the magazine was separated from the burning outbuildings by a wide moat.

Two charitable institutions, the Si Yik Tong and the Kwong Tai Hospital, are now busily engaged in the relief of the sufferers. A temporary shed has been erected in front of the Si Yik Tong for the reception of the seriously hurt, while medical aid is being freely dispensed.

THE INSURRECTION IN KUANGSI.

Telegraphic advices from the capital of Kuangsi are to the effect that the insurgents at Hsuehshien, under the leadership of a man named Mao, having effected a junction with the Kuangsi army, have taken a second time to the field. The Kuangsi army, under the leadership of a man named Mao, having effected a junction with the Kuangsi army, have taken a second time to the field. The Kuangsi army, under the leadership of a man named Mao, having effected a junction with the Kuangsi army, have taken a second time to the field.

THE 'THOUSAND CHARACTER' CLASSIC.

The Sochow correspondent of the N.C. Daily News writes:—The Thousand Character Classic, 千字文, was the subject of discussion at the recent meeting of the Sochow Literary Association, a translation being read by the Rev. D. N. Lyon, when several interesting points were raised. About A.D. 500 an emperor gave to each of the learned scholars in his court a list of a thousand characters, which were considered of prime importance to students, and ordered him to combine them in an ode. The task was done, and the Thousand Character Classic was born. It is one of the stoniest things in the Chinese language, and is so forced and rough, and the changes from one subject to another are so frequent and abrupt, that a Chinaman can not understand it all, even with the commentary in his hand. Attention was called to the desirability of having a new essay made combining these thousand words into new phrases words meaning might reflect the leading truths of Christianity. It was thought by the Rev. D. N. Lyon, who made the translation, that this new essay, made in the mind of Mr. Lyon, would be a useful and a Christian work, and also as a Christian tract. Others contended that such an essay would be practically useless, because of the obscurity. Dr. Martin, in his Analytical Reader which contains two thousand characters, has given a translation of the Thousand Character Classic, and one would suppose that it ought to be a success; but it does not seem to meet with favour.

The Thousand Character Classic has been translated by Dr. Bland, to whose valuable translation I refer any reader who wishes to acquire further into the subject.

Before the meeting closed a committee was appointed to revise the syllabus of the Sochow district. Some important suggestions were made by Dr. Du Bore with a view to making a good thing better; and several of the younger members of the association testified to the value of the syllabus. This little book owes its existence mainly to the enterprise and industry of the Rev. D. N. Lyon.

The Shanghai Mercury of the 22nd inst. says:—The S. S. Glazee, which has been shortly being out of Canton, has been damaged in a recent gale, and all hope of saving her had been abandoned.

Full particulars of the unfortunate ending to which was really an accident, for no one on board was really responsible, will not be known until the arrival of the Tokio Maru, due to-day. The engineers and workmen sent to render assistance are, we believe, due in the Tokio, the divers only being left behind for the purpose of salvaging as much of the wreckage as possible.

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THE GEARY ACT MISSIONS.

The following article from the New York Nation of May 23rd, 1898, is a very interesting and timely contribution to the discussion of the Geary Act. It is a very interesting and timely contribution to the discussion of the Geary Act. It is a very interesting and timely contribution to the discussion of the Geary Act.

It is eminently fitting that this Presbyterian Church should be directed against the Geary Act. An elder of the Presbyterian Church by a stroke of his pen, a year ago, could have prevented the enactment of the Geary Act, which now seems imminent that 600 missionaries may be expelled from China, to their own immediate peril and to the eternal peril of the Chinese whose souls they are trying to save. Two other Presbyterian elders are in the public house, and both, as far as the public house is concerned, are now branding as infamously and disgracefully. Not long afterwards another Presbyterian elder became a member of the Cabinet, and his official position in the Government is a great help to the cause of the missionaries. This is a thoroughly Presbyterian Administration.

In Mr. Harrison's own case there was the added humiliation of a retreat from the earlier attitude of humanity and decency toward the Chinese. As Senator from Indiana, he had stood up for Chinese not only as many 'souls' to save in a country which had rights under the laws and treaties, but as human beings. He had stood up for the Chinese in the Senate, and he had stood up for the Chinese in the House. He had stood up for the Chinese in the Senate, and he had stood up for the Chinese in the House.

We do not recall these facts for the purpose of making out Mr. Harrison and his fellow-elder in the Cabinet, sinners above all others. We do not recall these facts for the purpose of making out Mr. Harrison and his fellow-elder in the Cabinet, sinners above all others.

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NEWS BY THE CANADIAN MAIL.

ST. PETERSBURG, May 23.—This morning the Czar and Czarina, Grand Dukes and Grand Duchesses, and the chief officials of the City and Government, attended service at the Cathedral of the Assumption in the afternoon. At the top of the famous red staircase the Czar turned and bowed to the multitude. Dashing cheers went up from the people. Bells were rung and salutes fired. Moscow is decorated and illuminated in honor of the Czar and Czarina.

PARIS, May 23.—Senator Constant, formerly Minister of the Interior, has declared his intention to form a Central Party, which will embrace the Catholics, Republicans, and Moderates, and will oppose the Radicals. His declaration is regarded as highly important for it is believed to be his avowed aim to overthrow the Deputy Cabinet. Mr. Constant will explain his programme at the Chamber tomorrow.

ST. PETERSBURG, May 23.—To-day, for the first time in a number of years, the Empress Elizabeth of Austria, attended a court reception. Universal surprise was expressed at this course on the part of her Majesty, for she had been absent from the court functions, from which it was supposed she had covered her face forever.

ST. PETERSBURG, May 23.—The newspapers here concur in declaring that the awards at the Chicago World Fair will be 'worthless' since the Fair Committee has refused to give an international commission to the system of awarding prizes. The prizes will be awarded by the Chicago World Fair Committee.

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CHINA COAST METEOROLOGICAL REGISTER.

| Station | Barometer | Thermometer | Humidity | Direction | Force | Remarks |
|----------|-----------|-------------|----------|-----------|-------|---------|
| WFOOTOCK | 29.60 | 78 | 70 | SE | 1 | |
| TOKIO | 29.60 | 78 | 70 | SE | 1 | |
| YOKOHAMA | 29.60 | 78 | 70 | SE | 1 | |
| OSAKA | 29.60 | 78 | 70 | SE | 1 | |
| KYOTO | 29.60 | 78 | 70 | SE | 1 | |
| BEIJING | 29.60 | 78 | 70 | SE | 1 | |
| SHANGHAI | 29.60 | 78 | 70 | SE | 1 | |
| CANTON | 29.60 | 78 | 70 | SE | 1 | |
| HONGKONG | 29.60 | 78 | 70 | SE | 1 | |
| SWATOW | 29.60 | 78 | 70 | SE | 1 | |
| AMOI | 29.60 | 78 | 70 | SE | 1 | |
| SHANGHAI | 29.60 | 78 | 70 | SE | 1 | |
| CANTON | 29.60 | 78 | 70 | SE | 1 | |
| HONGKONG | 29.60 | 78 | 70 | SE | 1 | |
| SWATOW | 29.60 | 78 | 70 | SE | 1 | |
| AMOI | 29.60 | 78 | 70 | SE | 1 | |

On the 27th at 10.30 a. m. a heavy rain fell, and the temperature fell to 68 degrees. The wind was from the south-east, and the sea was very rough.

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HONGKONG REGISTER.

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|----------|-----------|-------------|----------|-----------|-------|---------|
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| TOKIO | 29.60 | 78 | 70 | SE | 1 | |
| YOKOHAMA | 29.60 | 78 | 70 | SE | 1 | |
| OSAKA | 29.60 | 78 | 70 | SE | 1 | |
| KYOTO | 29.60 | 78 | 70 | SE | 1 | |
| BEIJING | 29.60 | 78 | 70 | SE | 1 | |
| SHANGHAI | 29.60 | 78 | 70 | SE | 1 | |
| CANTON | 29.60 | 78 | 70 | SE | 1 | |
| HONGKONG | 29.60 | 78 | 70 | SE | 1 | |
| SWATOW | 29.60 | 78 | 70 | SE | 1 | |
| AMOI | 29.60 | 78 | 70 | SE | 1 | |
| SHANGHAI | 29.60 | 78 | 70 | SE | 1 | |
| CANTON | 29.60 | 78 | 70 | SE | 1 | |
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Hongkong Harbour.

Departures reported to-day.

the Anchorage is divided into eleven Sections, commencing at the Kowloon shore, and those in the body of the

on with the figures denoting the sections.

From Naval Yard to Blue Buildings.
From Blue Buildings to East Point.
From Kowloon Island to North Point.
From Kowloon Wharves.
From Jardine's Wharf.

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

WATER.

WHAMPOA.

| Ship's Name. | Flag & Reg. | Destination. |
|--------------|-------------|--------------|
| Guthrie | Brit. str. | |
| Kingland | Brit. str. | |
| Swatow | Ger. str. | |
| Yung Ping | Chi. str. | |

AMOY.

In port on June 19, 1893.

MERCHANT STEAMERS.

| | |
|---------------|---------|
| Chong H. Teng | British |
| Chi-yuen | Chinese |
| Nanyang | British |
| Pao-tung | British |
| Shah | British |

MERCHANT SAILING VESSEL.

| | |
|----------------|------------|
| Alfred Hawley | Brit. bgs. |
| Anna Bertha | Ger. bgs. |
| Sebastian Bach | Brit. bgs. |

FOOCHOW.

In port on June 18, 1893.

MERCHANT STEAMERS.

| | |
|------------|---------|
| Cito | German |
| Frithshire | British |
| Frithshire | British |
| Glenlogie | British |
| Kwaiyang | British |

MERCHANT SAILING VESSEL.

| | |
|-----------|------------|
| Imaco | Norw. bgs. |
| Sin Kolga | Brit. bgs. |

SHANGHAI.

In port on June 18, 1893.

MERCHANT STEAMERS.

| | |
|------------|---------|
| Ailon | British |
| Chi-yuen | Chinese |
| Frithshire | British |
| Frithshire | British |
| Glenlogie | British |

MERCHANT SAILING VESSEL.

| | |
|----------------|-----------|
| H.W. Jarlsberg | Norwegian |
| Hydrod | British |
| Hanfang | Chinese |
| Kiangping | Chinese |
| Kiangyung | Chinese |

MERCHANT SAILING VESSEL.

| | |
|----------|---------|
| Nepok | German |
| Ningchow | British |
| Pachua | British |
| Rohila | British |
| Rosetta | British |

MERCHANT SAILING VESSEL.

| | |
|----------------|---------|
| Saghalien | French |
| Smith | Chinese |
| Stora Nordiska | Danish |
| Sual | British |
| Taiyang | British |

MERCHANT SAILING VESSEL.

| | |
|---------------|----------|
| Yokohama Maru | Japanese |
| Yuen-yo | British |

MERCHANT SAILING VESSEL.

| | |
|----------|-------------|
| Quikatep | Amer. bgs. |
| Shanghai | Br. lighter |
| Sintran | Amer. sh. |

NAGASAKI.

In Port on June 14, 1893.

MERCHANT SAILING VESSEL.

| | |
|-------------|------------|
| Kozaki Maru | Japan, lg. |
|-------------|------------|

YOKOHAMA.

In port on June 11, 1893.

| | |
|----------------|------------|
| C. S. Remont | Amer. sh. |
| E. N. Herriman | Amer. bgs. |
| Hofhi | Norw. bgs. |
| Saipan | Amer. sh. |
| Sirene | Ger. sh. |

MERCHANT SAILING VESSEL.

| | |
|---------------|------------|
| St. Katherine | Amer. bgs. |
| St. Paul | Amer. sh. |

HONGKONG.

In port on June 13, 1893.

| | |
|---------------|-----------|
| A. G. Kopes | Amer. sh. |
| L. L. Robbins | Brit. sh. |

MARILA.

In Port on June 14, 1893.

| | |
|-----------------|-------------------------|
| Arthur Head | Brit. str. United K'dom |
| Celeste Burrill | Brit. sh. seeking |
| Ellon A. Reed | Brit. sh. seeking |

MERCHANT STEAMERS & SAILING VESSEL.

| | |
|---------------|----------------------------|
| Giuseppe | Ital. bgs. Atlantic, U.S. |
| Henrietta | Ger. bgs. Queensland, U.S. |
| Ingraben | Ger. str. discharging |
| Lala de Luzon | Span. str. L'pool v. Spain |
| Patrician | Amer. str. Atlantic, U.S. |

MERCHANT STEAMERS & SAILING VESSEL.

| | |
|------------|-------------------------|
| Queen Anne | Brit. str. United K'dom |
| Romulus | Span. str. Provincas |
| Salvador | Span. str. Repating |
| Strathdee | Brit. str. India |
| Sungking | Brit. str. Hongkong |

MERCHANT STEAMERS & SAILING VESSEL.

| | |
|--------|---------------------|
| Yikang | Brit. str. Hongkong |
| Zairo | Brit. str. Hongkong |

CEBU.

In port on June 27, 1893.

| | |
|--------------|-------------------------|
| Gulif Venice | Brit. str. United K'dom |
|--------------|-------------------------|

BANGKOK.

In port on June 27, 1893.

| | |
|-----------------|------------|
| Andree Rickmers | Ger. bgs. |
| Aurora | Brit. bgs. |
| Birma | Ger. bgs. |

MERCHANT SAILING VESSEL.

| | |
|------------------|------------|
| Cam O'Brien | Ger. bgs. |
| Kristina Nilsson | Ger. bgs. |
| Queen Mab | Brit. bgs. |

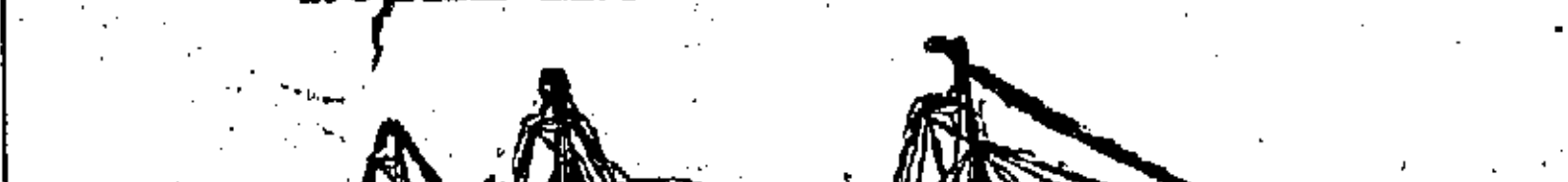
MERCHANT SAILING VESSEL.

| | |
|----------|-----------|
| Saturnus | Brit. sh. |
|----------|-----------|

MERCHANT SAILING VESSEL.

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|---------------------------------------|
| Printed and Published by G. M. MURRAY |
|---------------------------------------|

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. 1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA.....3,000 Tons.....5th July.
 EMPRESS OF JAPAN.....3,000 do.....25th July.
 EMPRESS OF CHINA.....3,000 do.....18th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN,

and call at VICTORIA, B.C., to land and embark passengers.

The Mountain scenery on the Canadian Pacific Railway surpasses that of any other

Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also

through to Great Britain and the Continent of Europe at current rates, with passengers'

choice of Atlantic Line.

Return Tickets—Time limit for prepaid return ticket is reckoned from date of

re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval,

Military, Diplomatic and Civil Services, and to European officials in service of China

or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from

the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through

without change. The Dining Cars and Mountain Hotels on the route are owned by

the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably

heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, June 14, 1893.

SHARE LIST.—QUOTATIONS.—JUNE 27, 1893.

Stocks.

Hongkong and Shanghai Bank Corp.

New Issue.....30,000 \$ 125 all 105 % prem., sellers

Bank of China, Japan and Straits, Ltd.

10,000 \$ 102 1/2 115 50 cents, sales

National Bank of China, Limited.....10,000 \$ 102 1/2 120 50 cents, sales

MARINE INSURANCES.

Union Insurance Office Co., Ltd.....10,000 \$ 250 50 112, sales

China Traders' Insurance Co., Ltd.....24,000 \$ 83 3/4 25 82, sales

North-China Insurance Co., Ltd.....5,000 \$ 200 50 110, buyers

Strait Insurance Co., Ltd.....30,000 \$ 100 50 112, buyers

Union Insurance Society Co., Ltd.....10,000 \$ 250 50 112, buyers

Yangtze Insurance Association, Ltd.....8,000 \$ 100 50 112, buyers

FIRE INSURANCES.

China Fire Insurance Co., Ltd.....20,000 \$ 100 50 112, sales

Hongkong Fire Insurance Co., Ltd.....8,000 \$ 100 50 112, sales

Strait Fire Insurance Co., Ltd.....20,000 \$ 100 50 112, buyers

DOCKS.

H'kong & Whampoa Dock Co., Ltd.....12,500 \$ 125 all 60 1/2 prem., sales

STEAMBOATS.

China and Manila S. S. Co., Ltd.....5,000 \$ 50 all 35, buyers

Douglas Steamship Co., Limited.....20,000 \$ 50 all 35, buyers

Admiral S. S. Co., Ltd.....50,000 \$ 50 all 35, buyers

Indo-China S. S. Co., Ltd.....50,000 \$ 50 all 35, buyers

Steam Launch Company, Limited.....2,000 \$ 30 all 35, buyers

China Mutual S. S. Co.....20,000 \$ 100 50 112, buyers

DO. (new issue).....20,000 \$ 100 50 112, buyers

China Sugar Company, Limited.....15,000 \$ 100 all 35, buyers

Toson Sugar Company, Limited.....7,000 \$ 100 all 35, buyers

WHEAT.

H.K. & Kow. Wheat & Godown Co. (Limited).....20,000 \$ 100 all 35, buyers

Wapahai Warehouse and Storage Company, Limited.....2,000 \$ 100 all 35, buyers

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited.....50,000 \$ 100 50 112, sales

Kowloon Land and Building Company, Limited.....6,000 \$ 50 50 112, sales

Pauk Mining Co., Ltd.....1,000 \$ 100 all 35, buyers

Selama Tin Mining Company, Limited.....25,000 \$ 100 all 35, buyers

Societe Francaise des Charbonnages de Tonkin.....15,000 \$ 100 all 35, buyers

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Her Britannic Majesty's Ships on the China Station.

Name.

Rig.

Tons.

Guns.

H.P.

Captain.

Where at.

Alacrity

despatch-boat

1700

4

3180

Com. George A. Callaghan

Shanghai

Alacrity

cruiser 3rd class

1770

6

1440

Com. Scott Rogers

Amoy

Alacrity

cruiser 3rd class

1440

14

1440

Com. Ch. F. Norcock

Hongkong

Alacrity

cruiser

1440

14

1440

Com. MacArthur

On a cruise

Alacrity

cruiser

1440

14

1440

Com. A. M. Field

On a cruise

Alacrity

cruiser

1440

14

1440

Com. Ravenhill

Shanghai

Alacrity

cruiser 2nd class

455

4

940

Lieut.-Com. L. G. Tufnell

North, cruising

Alacrity

cruiser 2nd class

455

4

940

Lieut.-Com. L. G. Tufnell

North, cruising

Alacrity

cruiser 2nd class

455

4

940

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North, cruising

Alacrity

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455

4

940

Lieut.-Com. L. G. Tufnell

North, cruising